

S E C R E T

Approved For Release 2005/04/21 : CIA-RDP75B00285R000300070014-7

[Redacted]

Copy 9 of 12
3 August 1970

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MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report B/G Harold F. Knowles to Edwards AFB
[Redacted] 18-24 July 1970

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I. Purpose of Trip: Observe Carrier Operations (BLUE GULL VI)

II. Persons Contacted:

Edwards AFB:

[Redacted]

Other Base personnel

Kitty Hawk:

Carrier personnel

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[Redacted]

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III. Sequence of Events:

Saturday, 18 July:

Departed Andrews AFB via OSA C-118. RON Laredo AFB,
Texas.

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GROUP 1
Excluded from automatic
downgrading and
declassification

[Redacted]

USAF and NAVY review(s) completed. S E C R E T

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Sunday, 19 July:

Arrived Edwards AFB. [REDACTED]

[REDACTED] arrived as our guest for BLUE GULL. Dinner hosted by [REDACTED]

Monday, 20 July:

Briefings and tour of the Base. Observed preparations for carrier exercise.

Tuesday, 21 July:

Navy aircraft delivered [REDACTED] OSA observers, and me to Kitty Hawk by 0900. First U-2R pilots arrived soon afterward, completing four touch-and-go landings and one full stop (trap). As he departed, next pilot arrived, completing four touch-and-go's and two traps. The carrier operated just west of San Clemente Island, approximately 150 miles from Edwards. During the waiting period for the aircraft to make round trip home, refuel, and change [REDACTED] we [REDACTED] completed four touch-and-go's and two traps, each. [REDACTED]

[REDACTED] We immediately departed the Kitty Hawk for Edwards, via Navy aircraft, catapulted in fact. [REDACTED] departed for Los Angeles to spend evening with [REDACTED] before boarding airliner for Washington.

Wednesday, 22 July:

Detailed debriefings and critique of BLUE GULL VI.

Thursday, 23 July:

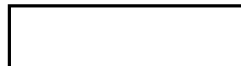
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Friday, 24 July:

Departed for Andrews AFB.

IV. Summary:

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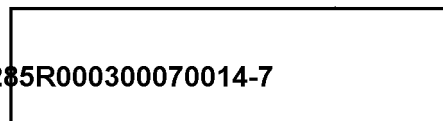
Edwards AFB:

[redacted] unit performed outstandingly. The one problem he does have is to overcome the frustration caused by insufficient operational action. The BLUE GULL exercise was a shot in the arm. I took the opportunity to talk with the entire unit, congratulate them, and urge them to stay on top. One minor U-2R incident on the Kitty Hawk is worthy of note because it demonstrates the inherent risks involved in spite of optimum weather, expert crews, and ready aircraft. During a trap, the pilot retards the throttle and waits for the hook to engage. If it does not, or he thinks it has not, he advances the throttle to regain airspeed for another try. If he waits too long, he may end up in the sea. If the hook engages, advancing the throttle merely extends his landing roll. Ordinarily this is no problem for the Navy because their aircraft are designed for this operation. The U-2R, however, has such a large wingspan that as the landing roll is increased, more and more of the wing extends over the angled deck. With the only landing gear being on the fuselage, the U-2R can easily dip a wing during landing roll.

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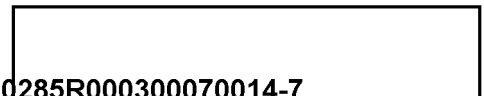
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The "whiskers" hanging down from the wing tips help just as the "pogos" do during ground taxiing. However, if the aircraft is to the left of centerline during a longer roll, the "whisker" on the left wing tip hangs over the side of the ship and is useless. On the very first trap, the pilot encountered this situation and made contact with the ship's edge. The damage was slight (mere scratching and bending of non-control surfaces) but in the interest of safety we dispatched the pilot after only one trap. His proficiency was unquestioned. The incident was advantageous, however, because it reminded us of the inherent risks of this extraordinary operation. The Navy was greatly impressed and praised our efforts. I believe we can operate off carriers as long as we are so directed, but we must keep in mind the continuing possibility of losses heavier than usual.



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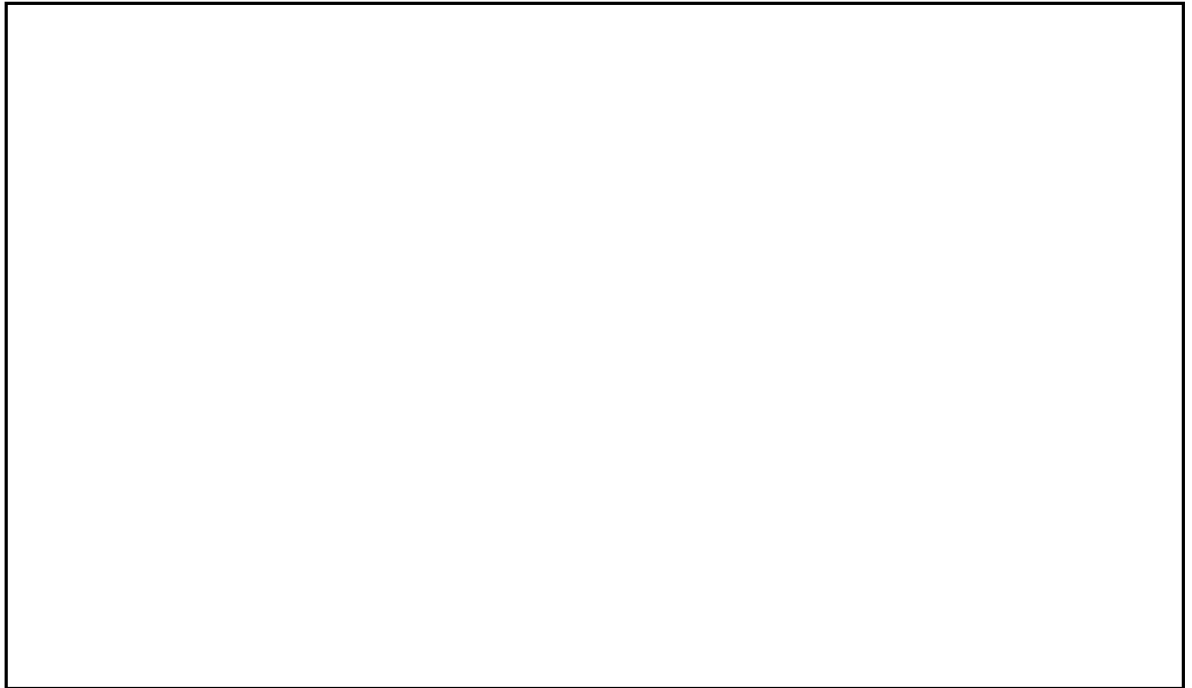
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C-118 Aircraft:

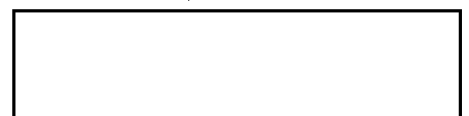
I believe it appropriate to comment on this aircraft, normally used for cargo airlift with passenger capability. We took along several of the OSA staff who have business at Edwards AFB and  but not of sufficient importance to justify a commercial airline ticket. By taking a larger contingent, we not only made better use of the C-118 but gave these people an unprecedented visit to these places. As a result, they and their counterparts accomplished much more than can be done via telephone or cable. Also, the sites were impressed that so many OSA staff members would take the time to visit them personally. We had fifteen total on board including the aircrew. I intend to use the C-118 similarly in the future when appropriate.

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HAROLD F. KNOWLES
Brigadier General, USAF
Director of Special Activities

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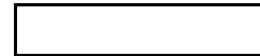
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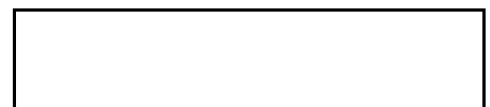
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D/SA/HFKnowles:fMcP

Distribution:

- #1 - D/SA
- #2 - DD/S&T
- #3 - DD/S&T
- #4 - D/M/OSA
- #5 - D/O/OSA
- #6 - D/R&D/OSA
- #7 - Compt/OSA
- #8 - C/SS/OSA
- #9 - C/AMS/OSA
- #10 - C/BFD/OSA
- #11 - D/SA Chrono
- #12 - RB/OSA

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